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## NEORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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COUNTRY	East Germany	REPORT			
UBJECT	Expansion of the Brandenburg-Briest Airfield	DATE DISTR.	ANT 1880		
		NO. PAGES	4		
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	the final plans for the	three construction sect	dong 6/1		
	CHE TIMET DIRECTOR ONE	COURT COTOU BACK	TOUR,		
	Brandenburg-Briest with regard to the characteristics and location of				
	the textiways and their points of depa	rture as well as their	parking places		
	at construction sections II and III:		- 12H		
	1. Construction Work		50V1 U		
			50X1-H		
	<ol> <li>Construction Work</li> <li>Construction Section I: Runway a the taxiways:</li> </ol>	nd landing field with a	50X1-H		
	Construction Section I: Runway a the taxiways:		50X1-H		
	Construction Section I: Runway a the taxiways:  a. Total concrete work:		50X1-H		
	Construction Section I: Runway a the taxiways:	nd landing field with a  66,000 m  51,000 m  31 May 1	50X1-H		
	Construction Section I: Runway a the taxiways:  a. Total concrete work:     area completed:     Date of completion:	66,000 m 51,000 m 31 May 1	50X1-Hi connection to		
	Construction Section I: Runway a the taxiways:  a. Total concrete work:  area completed:	66,000 m 51,000 m 31 May 1	50X1-Hi connection to		
	Construction Section I: Runway a the taxiways:  a. Total concrete work:     area completed:     Date of completion:  A delay of about three weeks shortage.	66,000 m 51,000 m 31 May 1 may be caused as a resu	50X1-Hi connection to		
	Construction Section I: Runway a the taxiways:  a. Total concrete work:     area completed:     Date of completion:      A delay of about three weeks shortage.  b. Excavation work: complete	66,000 m 51,000 m 31 May 1 may be caused as a resu d by 50 percent	50X1-Hi connection to		
	Construction Section I: Runway a the taxiways:  a. Total concrete work:     area completed:     Date of completion:      A delay of about three weeks shortage.  b. Excavation work: complete Date of completion: 31 May 1	66,000 m 51,000 m 31 May 1 may be caused as a resu d by 50 percent 960	50X1-Hi connection to 2 2 960 + Jun 1t of labor		
	Construction Section I: Runway a the taxiways:  a. Total concrete work:     area completed:     Date of completion:      A delay of about three weeks shortage.  b. Excavation work: complete Date of completion: 31 May 1  A delay of about four weeks m	66,000 m 51,000 m 31 May 1 may be caused as a resu d by 50 percent 960	50X1-Hi connection to		
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	Construction Section I: Runway a the taxiways:  a. Total concrete work:     area completed:     Date of completion:  A delay of about three weeks shortage.  b. Excavation work: complete Date of completion: 31 May 1  A delay of about four weeks mahortage.  Construction Section II: Taxiway  a. Excavation work: The removal	66,000 m 51,000 m 31 May 1 may be caused as a resul d by 50 percent 960 sy be caused as a resul with point of departur of the top soil has be	50X1-Hi connection to 2 2 2 960 Fylian It of labor t of labor		
	Construction Section I: Runway a the taxiways:  a. Total concrete work:     area completed:     Date of completion:  A delay of about three weeks shortage.  b. Excavation work: complete Date of completion: 31 May 1  A delay of about four weeks mahortage.  Construction Section II: Taxiway  a. Excavation work: The removal the old graves.	66,000 m 51,000 m 31 May 1 may be caused as a resu d by 50 percent 960 sy be caused as a resul with point of departur of the top soil has be wel bed, eight meters w	50X1-Hi connection to 2 2 2 2 960 Fylund t of labor t of labor		
	Construction Section I: Runway a the taxiways:  a. Total concrete work:     area completed:     Date of completion:  A delay of about three weeks shortage.  b. Excavation work: complete Date of completion: 31 May 1  A delay of about four weeks man shortage.  Construction Section II: Taxiway  a. Excavation work: The removal the old grameters long	66,000 m 51,000 m 31 May 1 may be caused as a resul d by 50 percent 960 sy be caused as a resul with point of departur of the top soil has be wel bed, eight meters w was excavated, and the	50X1-Hi connection to 2 2 2 2 960 Fylund t of labor t of labor		
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	Construction Section I: Runway a the taxiways:  a. Total concrete work:     area completed:     Date of completion:      A delay of about three weeks shortage.  b. Excavation work: complete Date of completion: 31 May 1  A delay of about four weeks m shortage.  Construction Section II: Taxiway  a. Excavation work: The removal the old grameters long safety stri	66,000 m 51,000 m 31 May 1 may be caused as a resul d by 50 percent 960 sy be caused as a resul with point of departur of the top soil has be wel bed, eight meters w was excavated, and the	50X1-Hi connection to 2 2 2 1960 Fylund It of labor tof labor es: een completed; ride and 1357.50		

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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

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b. Concrete work is to be started on 31 May 1960. There may be a delay of three weeks as a result of labor shortage. Concrete work is to be completed by 31 October 1960.

Construction Section III: Taxiway with parking place and point of departure:

- a. The old runway and the two taxiways were cleared effortime old concrete (10,125 m² or 100 percent were broken up and 1,000 m³ or 50 percent were trucked off). Demolition work was started on 15 February 1960 and completed on 10 March 1960. The area was scheduled to be entirely cleared fresh debris by 1 May 1960.
- b. Excavation work presumably began on 20 April 1960; no dredgers and levelling caterpillars were observed at the construction site. 50X1-HUM
- c. Drainage work scheduled for construction section III:
  - 1) Parking place 9 drains
  - 2) Point of departure in the west l drain
  - 3) Taxiway (southern edge) 28 control shafts for rain water and drainage
  - 4) Concrete tube sewer pipe 25 - 70 cm in diameter
  - 5) One outlet structure located between the road leading to Briest and the Mavel River; Work and this structure was scheduled to be started on 20 April 1960 and to be completed by 31 August 1960, but will probably not begin earlier than 1 May 1960. There is no change in the amount of investments.
- 2. Construction Supervision and Labor Force

Construction management II of IBB (Ing. Bau Brandenburg) included:

construction director:

Schmidt

purchasing manager :

Schuls

after 1 April

Rother (Schulz was transferred to

the Braesinchen construction site)

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technical accountant: superintendent : foremen :	Wegner Schmidt and Hoppe Kraus and Sandor (Gamper was
head machinist : material administrator: RKO Schoenefeld	transferred) Starits Kuehn
female secretary :	Senkpiel.
The following workers were observed	50X1-HL
25 construction workers 12 truck drivers 9 workshop workers 17 prisoners from the Garden penite	ntiery.
	50X1-HU
was not in a position to provide movere to be transferred to the Magde transferred to Bautsen.	Görden penitentiary re prisoners, because some of them burg area while others were to be
The following machinery was availab	le at the construction
l scraper with a capacity of 4 cm <sup>3</sup> l crawler tractor, 8 80 (Soviet) l levelling caterpillar KS 07 (BTW) crawler tractor KS 07 (BTW) rear dump trucks (Hunger) 5 tons rear dump truck, G 5 (5 tons) rear dump trucks, "Stier" (bull) road-finishing machine (3.75), old	i model (inefficient in spite of
l compactor (Vibromax) 5 508-liter mixers 5 Diesel locomotives (Lova) 50 Jubilee skips (0.75 cm <sup>3</sup> ) 1 crawler steam excavator at the equ 3 compressors 4 conveyors (8 meters long)	
4 batchers for coarse and fine grave 1 "Wuehlmaus" (machine for coment (1 1 automatic coment batcher 1 "Framer", 0.5 tons, for food and p	loading and unloading))

Changes in Personnel with the Construction Management  Construction engineer Schiffner, NVA Cottbus was put in charge of the construction management on 1 March 1960. Schubert and his deputy were detached to Neuhardenberg.  Comment: For lay-out sketch see Annex.	I-HUM
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Comment: For lay-out sketch see Annex.	
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